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Merchandise

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Hay, Grain, Lumber, Flour,  
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Collections a Specialty. Conveyancing of Every Nature promptly attended to.

REAL ESTATE AGENT,

Those desirous of investing in Mines or Real Estate in Graham County will find it to their interest to call at my office on Main Street in Solomonville. Correspondence Solicited.

# LUMBER YARD

AT FRYE'S RANCH

Foot Hills Graham Mountains.

P. O. Thatcher, Arizona.

H. N. Chlarson & Sons, Proprietors.

Having purchased the SAW MILL in Frye's Canyon, we will keep a well supplied LUMBER YARD at this place. All kinds of Regular Cut Lumber, can be furnished at once

Special Ordes for Lumber  
Not Exceeding 10,000 Feet,

Can be filled from the mill in ten days, except ceiling and flooring. OUR PRICES will be found as low as the lowest and we invite the public to give us a trial. We shall endeavor to give complete satisfaction to every customer. Special Prices For Cash.

H. N. Chlarson & Sons.  
Thatcher, Arizona.

# 60 Cts. Per 100

Wanted Immediately

500 Teams and Wagons

To Haul Coke from

THOMAS TO GLOBE

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Best Windmill on Earth.

Windmills 8 to 16 feet. Steel towers 30 to 60 feet. Mill is made of steel, galvanized after completion, and guaranteed. For raising water for stock or irrigating purposes this mill far surpasses any other make.

Prices: 8-foot, \$25.00; 12-foot, \$50.00; 16-foot, \$125.00

Acknowledged Everywhere the Best.

Send for Catalogue to D. JOHNSON,  
Territorial Agent.  
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# William Kirtland,

Blacksmithing,

WAGON AND CARRIAGE WORK.

All Kinds of Blacksmithing Done at short Notice.

SAFFORD ARIZONA.

Ft. Thomas, and Carlos and Globe  
STAGE LINE

LAYTON BROS., Proprietors.

Runs Daily Stages between the above named places. CARRIES U. S. MAIL. All kinds of Express promptly forwarded. We are prepared to carry passengers at all times, and keep extra rigs for the accommodation of drummers and families.

Careful Drivers. Easy Stages.

Rosario Brena,

General Merchandise.

Wholesale and Retail  
Special Attention Paid to Mail Orders. TUCSON, ARIZ

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'STAGE LINE'

Direct Line From  
Solomonville to G. V. G.  
& N. Ry. Depot.

Meets all trains Daily.  
Every convenience offered Commercial travelers.  
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Life Insurance Co.

The Accumulating Policies now issued by the New York Life Insurance Company are the most desirable policies issued by any company now in existence, that is why they are doing MORE business in Arizona than all other companies combined

Call on the agents for explanation of policy and terms.  
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AGENTS,  
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S. N. ENSTROM,  
KEEPS CONSTANTLY ON HAND  
A STOCK OF  
Reliable Boots & Shoes,  
He is also prepared to make Boots and Shoes to order.  
PIMA, Arizona.

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DEALER IN ALL  
KINDS OF  
Merchandise

Thatcher, - Ariz.

No Better Stock of Goods in the Valley. Prices guaranteed to meet all competition. A complete line of MEN'S Clothing Just Received

Country Produce

Taken in Exchange.

MILLINERY

Mrs. Allred is prepared to suit the ladies of the Valley in this line. A beautiful display of Hats, Capes, Ribbons, Trimmings, etc. All can and will be pleased in style and prices. Come and see.

CORONADO SALOON,  
CLIFTON, ARIZ.  
Choice Liquors and Fine Cigars.

Comfortable Club Room Attached.  
McGinty & Whitewings, Prop's

Pima's Barber Shop  
Cor. MAIN and First WEST St.  
Shaving and Latest Styles of hair cutting neatly executed. Razors in first-class condition.  
T. E. NORTON, Prop.

# Graham County

A Few Facts Concerning the Most Fertile Valley of the South-West.

OUR MINERAL WEALTH

Is Unsurpassed Both in Richness and Quantity. Through the art of Irrigation a Large Portion of our County has become a Perfect Garden.

Graham county lies in the south-eastern portion of the Territory, having been formed from Pima and Apache counties by the Legislature of 1881. It has been but little known, owing to its isolated situation, up to 1894, when the Gila Valley, Globe & Northern railroad was built from the Southern Pacific road, at Bowie, into the county. At this writing it has its terminus at Thomas, but is pushing ahead, with the rich mining district of Globe, in Gila county, for its objective point. This road traverses the valley of the Gila, which comprises the largest and best tract of agricultural land in the eastern part of the Territory.

The area of the county approximates 7000 square miles. It is all at an elevation of more than 2,500 feet above sea level, which secures it from the burning heats experienced in the lower valleys to the west. Its surface is diversified by rolling hills, precipitous and rugged mountain ranges, elevated plateaus and valleys, all producing nutritious grasses fairly well in seasons of average rain fall, and affording good pasturage for a reasonable amount of stock.

The agricultural development is as yet confined to the rich alluvial soils of the river valleys, as water for irrigation is cheaply and abundantly diverted from the running streams. Here the proper system of water appropriation has been followed. The owners of the land co-operate and build and own the canals that supply their land with the necessary water, each farmer paying his pro rata of the expense attending the keeping up of the ditches and distribution of water.

Land and water here go together. When one buys a farm here he gets a certain amount of interest in a ditch that supplies his land. The range of crops includes all kinds of small grain, corn and cotton, Irish and sweet potatoes, and all root crops, in fact everything grown in the most favored spots in the temperate zone. The capacity of our irrigated lands for fruits has not been tested except in a desultory way, each farmer having a small general orchard, but results point to great future for horticulture. The prune, apple, pear and peach reach great size and perfection here. The seedlings produced seldom fail to equal in size and quality the grafted varieties. Some of the semitropical fruits do well, such as figs, pomegranates, and tender varieties of grapes. It is doubtful if citrus fruit can be largely cultivated.

We do not claim to produce fruits six weeks earlier than California or any other place. But we get them in proper season, of the finest quality and so abundantly that they can be put in the markets in as good condition and as cheaply and profitably perhaps as in any portion of the Union; when such business is intelligently pursued. What will perhaps most interest our readers outside of the county will be the opportunities here afforded for those desiring new homes, actuated by climatic or the many other reasons which cause a desire to change.

There is but little chance to take land under the Homestead or other acts, where water for irrigation is easily obtainable, but the price of the best improved lands with first class water rights can, as yet, be purchased at reasonable rates, as compared with many sections, not combining the advantages found here, very cheap rates.

Our highest mountain peaks touch the regions of almost perpetual snow, affording delightful retreats from the heat of summer, and perfectly accessible in a few hours drive.

We believe our county has made as good progress in all material development as any portion of the Territory, and it is based on that best of security, agriculture and great mineral deposits of well defined and permanent character, well managed and sure producers. To the intending settler we can offer good schools, daily mails, good markets and good society. To those who first take advantage of the opportunities herein outlined will accrue the chance for best and most profitable investment.

We shall from time to time devote space to the further elaboration of facts concerning Graham county without exaggeration or misstatement.

# PETROLEUM WAGONS.

The New Motor Carriages and Their Cost.

Cheapness One of the Advantages of the Novel Conveyances Received with Great Favor in This Country.

The practicability of these carriages seems to be placed beyond doubt. Since 1892 they have been growing in favor in France, and the only wonder is that we have not seen them over here before now. The future would appear to belong to them, if all be true, and we can hardly doubt the bona fides. They are as easily worked as a tricycle—probably easier. A novice, as many witnesses, is able upon the first trial to drive his carriage over 200 miles in 2 days of 10 hours apiece. Tourists have wandered over half a dozen departments in them, and the taste is spreading every day. Soon the enthusiasm will reach England, and then—well, it is difficult to say what will happen then.

For among the great advantages of the petroleum carriage is its remarkable cheapness. The cost of a carriage is not much in the first instance. They are built, as we have said, with touching fidelity to old forms. There is the dog-cart, the wagonette, the phaeton, the "break" and the "mylord," as our French friends have it. From a purely lay contemplation of these vehicles, we are not disposed to think that finality has been reached in regard to their shape.

When the first railway carriages were constructed, either out of loving conservatism or from a desire not to offend, they were built upon the line of the stage coach and colored to match. In time they achieved their own independence and individuality. Messrs. Panhard and Levasseur will probably find time and experience ripen their invention in this respect. At present a voiture a deux places costs £168; a voiture a quatre places forme dogcart costs £200; the phaeton, £212, and the "mylord" heads the price list at £240. These cannot be reckoned extravagant prices. And when you have once purchased a voiture to your taste the saving seems amazing.

To begin with, two horses can be discarded; and horses, we believe, are roughly estimated to cost £25 or £30 a year apiece to keep. A purchaser of a petroleum carriage reckons that it costs him from 1.50¢ to 2¢ a day. The manufacturer's reckoning is 4¢ per kilometer for a 2-seated carriage and 5¢ for a 4-seated carriage; let us say, on an average, something between a half-penny and 3 farthings a mile.

Compare this with the expenses of horses. Let us say a cab horse costs some £45, and is available for three years; that constitutes a yearly charge of £12. Add to this £25 for food and keeping, and we get a total of £37. The initial outlay on the vehicle may be ignored, as we are also ignoring the initial cost of a voiture. A horse, year in and year out, would hardly do more than 15 miles a day. Out of these figures, which are, of course, rough, one may deduct something like twopence a mile as the cost of a horse carriage. The advantage is in favor of the petroleum carriage by 3 to 1.—London Saturday Review.

# SUPREME MOMENT IN A LAUNCH

It is When the Vessel First Gets Into the Water.

That a launch is a matter of mathematics, as well as of great skill and labor, is shown by the fact that the man of science who has the matter in charge always makes a set of calculations showing the strain on the ship and its precise condition at practically every foot of the journey down the ways. If a boat should get in the way, or if it should take an unusual length of time to knock out the keel-blocks, or if any one of half a dozen things should cause serious delay, the scientific man knows just how long he can wait, and just how far the limit of safety extends.

There is always one supreme moment in a launch, and it is at a time that escapes the average spectator. It is when the vessel gets fairly well into the water. This is when an important factor known as the moment of buoyancy comes into play. If you can imagine a vessel sliding down an incline without any water into which to drop, you can see that the vessel would tip down suddenly at the end which has left the ways, and would rise at the end still on the incline. But really, in successful launches, the stern of the vessel is gradually lifted up by the water, and as it throws the weight forward on that part of the ship still resting on the ways. The force of the water is called the "moment of buoyancy," and the natural tendency of the ship to drop to the bottom of the stream is called the "moment of weight." Now the moment of buoyancy must always be greater than the moment of weight; but it must not be very much greater, for if it were it would throw too much weight forward on the part of the ship still on the ways, and might break them down, or injure the plates or keel of the ship. When the great English battleship Ramilies was launched, this did really happen; and so great was the strain near the bow that parts of the cradle were actually pushed right into the bottom of the vessel. It is this danger of disaster that causes the scientific launcher to make the most careful calculations as to the conditions surrounding the ship at every foot of her journey into the water.—Frank Matthews, in St. Nicholas.

Borax is extensively used in preserving foods. Dr. Fere, of Paris, has tried it to cure epilepsy and finds that it is injurious to many persons. It causes loss of appetite, with burning pains in the stomach; favors skin diseases, especially eczema; produces baldness, and, above all, brings on kidney disease, converting slight disorders into fatal cases.

# RANCH FOR SALE.

Eighty acres of improved land two miles from Safford, patented thirty acres in alfalfa, twenty-five acres planted in corn, comfortable adobe dwelling, best well of water in the valley, irrigation facilities unsurpassed, water cannot fail until the Gila river goes dry. The ranch will pay the purchase money in two years from the alfalfa alone.

Apply to  
F. L. B. GOODWIN, Solomonville